

CLASSIFIED MESSAGE Approved For Release 2002/11/15 : CIA-RDP69B00041R001000040003-1

DATE

TOP SECRET

ROUTING	
1	CC
2	10
3	11
4	12
5	13
6	14
7	15
8	16

TO :  
FROM :  
ACTION:  
INFO :

6732

OSA 1-15 RT

25X1

IN 73801

TO INFO CITE

TOP SECRET 130502Z CITE

25X1

25X1

PRIORITY

25X1

COL SHELTON AND

25X1

REF A:  
B:  
C:  
D:  
E:

SUBJECT: ANALYSIS OF BX6732

25X1

1. PER REF D, PAR 1 AND 2. IT MAY SEEM STRANGE THAT WE SUGGEST CHECKING [ ] FOR POINT OF INCREASED SCAN (REF B) AS A MORE ACCURATE METHOD OF VERIFYING PKG TURN-ON AND THEN DID NOT CHECK THIS OURSELVES. WE WERE SO CERTAIN THAT THE TROUBLE WAS DUE TO THE PKG BEING OFF ACCIDENTLY THAT WE LOOKED NO FURTHER. AS YOU SEE IN REF E, THE ACCIDENTAL OFF PERIOD DID CAUSE CONSIDERABLE CORRELATION PROBLEMS. IN ANY CASE IT WAS BACK TO THE DRAWING BOARD FOR US. AFTER FURTHER DISCUSSION WITH [ ] AND PKG PERSONNEL WE REMAIN CERTAIN THAT THIS WAS NOT A PILOT ERROR PROBLEM

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GROUP 1  
EXCLUDED FROM AUTO-  
MATIC DOWNGRADING  
AND DECLASSIFICATION

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25X1

IN 73801

T O P S E C R E T

PAGE 2

OR A PROBLEM CAUSED BY UPSTREAM DROP OFF FROM END AR WITH SUBSEQUENT  
DELAY IN CHECKLIST ITEMS. PILOT'S STATEMENTS AND FLIGHT MONITOR  
OF CHECKLIST ITEMS THROUGH

25X1

[REDACTED] TO BE ON SCHEDULE. BELIEVE THE  
ENTIRE PROBLEM WAS CAUSED BY A BAD PACKAGE CONTROL PANEL. THIS  
PANEL WAS SQUAWKED ON THE FLIGHT AS BEING EXTREMELY LOOSE AND EASY  
TO MOVE. POST FLIGHT INSPECTION VERIFIED THIS AND THE PANEL HAS BEEN  
REMOVED FROM THE AIRCRAFT AND RETIRED FROM SERVICE.

2. REF D, PAR 3, 4, AND 5. WE DO NOT BELIEVE A CHANGE TO  
EXISTING A/R PROFILE IS NECESSARY AS LONG AS ALL PARTIES CONCERNED  
UNDERSTAND THAT THE PROFILE SHOWN DOES NOT DEPICT ACTUAL AIRCRAFT  
PERFORMANCE. DUE TO THE EXTREME COLD TEMPERATURES WE ENCOUNTER  
BETWEEN FL400 AND FL750 THE ACTUAL AIRCRAFT PERFORMANCE IS DIFFERENT.  
DESCENT RANGES HAVE BEEN EXTENDED AND CLIMB RANGES HAVE BEEN REDUCED.  
SIMILARLY OUR ACCELERATION MANEUVERS AND INDIVIDUAL PILOT TECHNIQUES  
AFFECT ACTUAL PERFORMANCE. ANALYSIS OF PAST SORTIE [REDACTED] DATA WILL  
READILY VERIFY THIS. HOWEVER, WE ARE ALWAYS ABLE TO MAKE OUR MINIMUM  
PENETRATION ALTITUDES/POSITIONS OR FLIGHT PLAN LEVEL OFF ALTITUDES/  
POSITIONS AS APPROPRIATE.

25X1

3. WITH THE UPSTREAM DROP OFF AT [REDACTED] THE FLIGHT  
PLAN PROGRAMMED FUEL AND THE ACTUAL FUEL OVER KADENA ARE USUALLY  
VERY CLOSE. DROP OFF AT PROGRAMMED END A/R WILL UNDOUBTEDLY REQUIRE  
ROUTINE USE OF THE FUEL OPTION ROUTE HOME. WE BELIEVE THE DISCREP-  
ANCY BETWEEN ACTUAL AND PROGRAMMED FUEL IS CAUSED BY THE USE OF 100  
PERCENT AFTERBURNER. (100 PERCENT AB IS USED DURING CLIMB, THROUGH  
FIRST TURN AND CRUISE OVER TARGET AREA.) FLIGHT PLAN COMMENTS SHOW

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T O P S E C R E T

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HOLDING 100 PERCENT AB DURING THIS PERIOD WHICH WE AGREE WE NEED IN ORDER TO KEEP THE ALTITUDE, BUT FLIGHT PLAN DATA BASE APPEARS TO BE THE HIGH ALTITUDE CRUISE PROFILE CHART (FIG. 45-7) FROM THE PERFORMANCE CHARTS OF A-12 HANDBOOK. FROM OUR ANALYSIS OF MSN 6732 AND 6733, WE BELIEVE MORE ACCURATE DATA BASE DURING THIS PERIOD WOULD BE THE SPECIFIC RANGE CHART (FIG. 45-5) USING THE MAX AB CURVE. BOTH CHARTS ARE BASED ON STANDARD DAY TEMPERATURES AND A TEMPERATURE CORRECTION FUDGE FACTOR MUST STILL BE CONSIDERED, SINCE IN THIS CASE THE TEMPERATURE DEVIATION IS ABOVE STANDARD.

4. PER REF D, PARA 6. CONCUR.

T O P S E C R E T TOR: 130549Z NOV 67

T O P S E C R E T

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TO :

FROM :

ACTION:

INFO :

25X1

IN 73571

*PS*  
*OP 51-10*

TO INFO CITE

TOP SECRET 100230Z CITE

PRIORITY

INFO

25X1  
25X1  
25X1

A. BX 6732

B. INS - FILM CORRELATION REPORT

C. INS 010

D. 1. SATISFACTORY

2. FILM DATA BLOCK WAS RECORDING HIGHER THAN THE INS TAPE  
THROUGHOUT MISSION BY A CONSTANT 12 MINUTES.

3. FILM DATA BLOCK WAS RECORDING HIGHER THAN THE INS TAPE  
THROUGHOUT MISSION BY A CONSTANT 14 MINUTES.

4. SATISFACTORY  
5. SATISFACTORY  
6. SATISFACTORY  
7. SATISFACTORY

8. FILM DATA BLOCK WAS RECORDING LOWER THAN THE INS TAPE  
THROUGHOUT MISSION BY A CONSTANT 532 KNOTS.

9. SATISFACTORY

10. FILM CLOCK WAS RECORDING 1 SECOND HIGH THROUGHOUT MISSION.

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E. ALTHOUGH THERE WERE DIFFERENCES BETWEEN THE FILM CLOCK AND THE  
INS TAPE A SATISFACTORY CORRELATION HAS BEEN ACHIEVED ON THE MISSION.

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ROUTING

DATE

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8	16

TO :

FROM :

ACTION:

INFO :

IN72530

OSA 1-15 BF

TO

INFO

CITE

TOP SECRET 060545Z CITE

PRIORITY INFO PRIORITY

REF:

COL SHELTON AND

25X1

1. REF PAP 1A. WE HAVE NO DOUBTS WHAT SO EVER THAT  
 OPERATED THE PACKAGE IAW PROGRAMMED DATA. AS MATTER OF FACT  
 FILM STRIP AND BRIEFINGS SHOWED TURN ON POINT ONE MINUTE EARLIER TO  
 PREVENT POSSIBILITY OF TURNING ON IN A TURN AS  
 TURN-ON POINT WAS AT ROLL IN OF TURN.

2. SUSPECT THE CAUSE FOR YOUR CONCERN DUE TO THE FACT THAT  
 Q-BAY CONTROL WAS ACCIDENTLY TURNED "OFF" SOMETIME AFTER ENGINE START.  
 THIS WAS NOT NOTICED BY PILOT UNTIL JUST PRIOR TO ONE MINUTE PACKAGE  
 CHECK AFTER TAKE-OFF AND ENROUTE TO TANKER. THE EXACT TIME PERIOD IS  
 NOT KNOWN, HOWEVER, WE JUDGED IT TO APPROXIMATELY TEN MINUTES DURING  
 MISSION DEBRIEFING. SUSPECTED CAUSE OF ACCIDENTAL TURN-OFF WAS  
 PERSONNEL REMOVING PINS OR SUIT CONDITIONING HOSE AFTER LEFT ENGINE  
 START. WE HAVE TAKEN ACTION TO PREVENT REOCCURRENCE. WHILE THE

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PAGE 2

PACKAGE IS OFF, THE DATA CHAMBER IS NOT OPERATING, AND YOU SHOULD EXPECT PROBLEMS WITH DATA CHAMBER CORRELATION. A BETTER METHOD OF DETERMINING THE TURN ON POSITION ON THIS AND ALL MISSIONS WOULD BE TO USE THE POINT OF INCREASED SCAN RATE ON THE

25X1

3. REF PARA 1B.

A. THE PRACTICE OF ENDING A/R 60NM UP THE OUTBOUND TRACK ON REVERSE COURSE MISSIONS SUCH AS BSC22B HAS BEEN ADOPTED BY AND I TO INCREASE PROGRAMMED FUEL AT KADENA TO 10,000 LBS MIN. DATA COMPILED AT KADENA HAS SHOWN THE CLIMB DISTANCE IS CONSIDERABLE LESS THAN THAT DISPLAYED ON COMPUTER FLIGHT PLAN DUE TO EXTREMELY COLD TEMPERATURES ENCOUNTERED BETWEEN FL400 AND 750. FOR BX6732 SHOWS CLIMB FROM FL294 TO FL781 TO BE 303NM IN LENGTH, AS COMPARED TO 345NM AND FL785 ON COMPUTER FLIGHT PLAN. AS YOU CAN SEE THIS HAS NOT AFFECTED PROGRAMMED OR MINIMUM PENETRATION ALTITUDE ALTHOUGH THE HEAVY WEIGHT TURN AT START CC DOES, TO SOME DEGREE, REDUCE OVERFLIGHT ALTITUDE.

25X1

25X1

B. IF PRESENT SYSTEM OF COMING BACK UP OUTBOUND TRACK WITH TANKER MUST BE DISCONTINUED, I BELIEVE A TURN AT THE FUEL DECISION POINT AREAM HAINAN ISLAND ON MISSIONS SUCH AS BSC22B WILL BE ROUTING TO ARRIVE AT KADENA WITH 10,000LBS FUEL REMAINING. FUEL CONSUMPTION HAS BEEN INCREASED BY CLIMBING TO FL800 AFTER BY WARMER THAN STANDARD TEMPERATURES ABOVE FL750, BY HEAVY WEIGHT TURNS AT START CC, AND BY USE OF FULL AB ON FLIGHT OVER DENIED TERRITORY.

25X1

C. ADDITIONALLY, DESCENT RANGES HAVE BEEN SIMILARLY AFFECTED BY THIS COLD TEMPERATURE AND INSTEAD OF THE CUSTOMARY 225NM DESCENT

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IN72530

T O P S E C R E T

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RANGE, WE HAVE FOUND THAT A MINIMUM DESCENT RANGE OF 260NM MUST BE USED TO BOTTOM OUT 20NM FROM THE APCP. DRIVERS FEEL THAT A DESCENT RANGE OF 275 NM WOULD BE OPTIMUM FOR ASSURING NO OVERSHOOT AT APCP. (BX6732 [ ] SHOWS DESCENT RANGE TO BE 275 NM FROM START DESCENT TO BOTTOM OUT, 14 NM SHORT OF APCP.)

4. IN SHORT, AS WITH MOST ALL OTHER AIRCRAFT, ACTUAL PERFORMANCE AND CHART PERFORMANCE FIGURES ARE NOT ALWAYS THE SAME. CHANGES IN OUR CLIMB AND DESCENT RANGE ARE A FACT DUE TO THIS EXTREME COLD AIR BETWEEN FL400 AND 750, EVEN THOUGH COMPUTER AND PERFORMANCE FIGURES DON'T SHOW IT. WE HAVE BEEN TAKING ADVANTAGE OF BETTER CLIMB PERFORMANCE TO GET HOME WITH MORE FUEL.

T O P S E C R E T TOP: 060640Z NOV 67

T O P S E C R E T



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TOP SECRET

DATE

TO :

FROM :

ACTION:

INFO :

IN: 71362

25X1

OPS 1 - 10

TO TOP SECRET INFO CITE

TOP SECRET 312124Z CITE

IMMEDIATE INFO

A. BX 6732

B. INS TAPE EVALUATION REPORT

C. INS 010

D. 29/1505Z

E. 1. SATISFACTORY

2. SATISFACTORY

3. SATISFACTORY

4. SATISFACTORY

5. SATISFACTORY

6. SATISFACTORY

7. SATISFACTORY

8. SATISFACTORY

9. SATISFACTORY

10. BETWEEN E.T. 06835 AND 06844, THE E.T. RECORD IS IN ERROR IN THE UNITS DIGIT. RECORD READS 06849 AND WAS CORRECTED TO READ 06840.

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BETWEEN E.T. 11583 AND 11592 THE UNITS DIGIT WAS MISSING ON  
THE E.T. RECORD. CORRECTION WAS MADE TO READ E.T. OF 11587.  
F. TAPE APPEARS SATISFACTORY. ERRORS CAN BE SALVAGED. TAPE  
EVALUATION PERTAINS TO CAMERA OPERATION ONLY.

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